

Vessel Traffic Service

New York

User's Manual

01 September, 1997

"The Mission of all Coast Guard Vessel Traffic Services is to maximize the safe and efficient use of waterways through the power of information"

In support of this nationwide mission, VTS New York's mission is to maximize the safe and efficient use of the waterways of the Port of New York and New Jersey. VTS New York contributes to the good order and predictability of the Port by actively exchanging information with the mariner. In doing so, we facilitate safe vessel movement by reducing the potentials for collision, ramming and groundings and their attendant loss of life, property and environmental damage.

PURPOSE OF THIS MANUAL

The VTS New York User's manual is designed to provide VTS Users:

An understanding of the regulations concerning Vessel Traffic Services contained in 33CFR 161 and all of the services provided by VTS New York.

A ready reference that describes the requirements for participation, and the measures employed by VTS New York to manage traffic in the Port of New York and New Jersey.

A complete copy of the Vessel Traffic Regulations from 33 CFR 161.

ABOUT THE VTS REGULATIONS

Under the Ports and Waterways Safety Act of 1972, as amended by the Port and Tanker Safety Act (PTSA) and the Oil Pollution Act (OPA 90), the Secretary of Transportation may construct, operate, maintain and improve or expand VTSS in any port or place under the jurisdiction of the United States.

Marine accidents in recent years have underscored, often dramatically, the need for continuously improving navigation safety on our nation's waterways. They have heightened public awareness of collisions, ramming and groundings. This heightened awareness and importance of VTS participation was reaffirmed when Congress mandated such participation in section 4107 of

OPA 90, 33 CFR 1223(a)(2).

The implementing legislation for these regulations prescribes civil penalties of up to \$25,000 for each violation. Wilful and knowing violations can be prosecuted as a Class D Felony.

ACTIVITIES NEW YORK MISSION STATEMENT

Our mission is to protect people, property and the marine environment. We accomplish this through prevention, preparedness, response and enforcement. We engage our customers and community in these efforts.

ABOUT VTS NEW YORK

Vessel Traffic Service New York is the waterway manager of the Port of New York and New Jersey.

We are committed to continuous improvement of our service. Our success depends upon the professionalism of our people and the positive relationships we build with the maritime community.

The primary function of VTS New York is to instill good order and predictability on the waters of the Port of New York and New Jersey. This is accomplished by coordinating vessel movements through the collection, verification, organization and dissemination of information.

The Vessel Traffic Center (VTC), located at Fort Wadsworth on Staten Island, NY, is staffed continuously by Coast Guard personnel. The VTC uses a VHF-FM radio-telephone network to gather information as well as radar and low-light closed circuit television (CCTV) to confirm and supplement this information. The remote VHF-FM sites are designed to permit low power (1 watt) communications from anywhere in the VTSNY Area. These sites are located at the Throgs Neck Bridge, Port Morris, Wards Island, Halletts Point, Brooklyn Navy Yard, Governors Island; Mariners Harbor, Fresh Kills and New Brighton on Staten Island, NY and Perth Amboy, Sewaren, Goethals Bridge and Sandy Hook, NJ.

ABOUT THIS MANUAL

This manual follows the organization of the VTS regulations found in 33 CFR 161. The regulations are presented in their entirety. When appropriate we have inserted clearly labeled VTS New York Notes that elaborate on the regulations by providing guidance and examples for the VTSNY Area.

Finally, you will find several appendices useful to VTS Users. They contain chartlets showing the VTSNY Area, applicable VHF-FM frequencies, temporary reporting points that may be used in the event of sensor casualties and information about the Federal Anchorages located within the VTS Area. VTSNY exercises regulatory authority of these Federal Anchorages under the supervision of Captain of the Port New Port (COTPNY).

HOW TO CONTACT US

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VHF-FM: Channels 11, 12, 14 and 16

Subpart C--Vessel Traffic Service Areas, Cooperative Vessel Traffic Service Area, Vessel Traffic Service Special Areas and Reporting Points.

161.25 Vessel Traffic Service Area New York.

- Appendix 1: [Area of Operations and Remote Sites](#)
- Appendix 2: [Temporary Reporting Points](#)
- Appendix 3: [VTS Call Signs, Designated Frequencies & Monitoring Areas](#)
- Appendix 4: [The IMO Standard Ship Reporting System](#)
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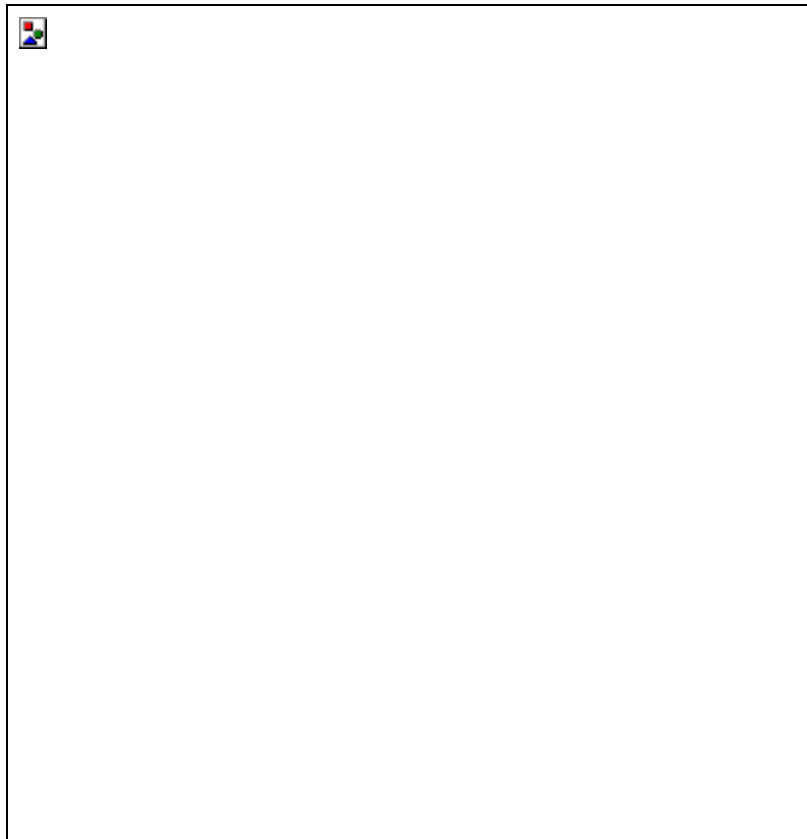
Note: All geographic coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

161.25 Vessel Traffic Service New York.

(a) The area consists of the navigational waters of the Lower New York Harbor bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel and Sandy Hook Channel to Sandy Hook Point; and on the southeast including waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into waters of the Raritan Bay to the Raritan River Railroad Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at latitude 40°43.7'N.; longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

Appendix 1

Area of Operations and Remote Sites



Appendix 2

Temporary Reporting Points

VTs New York Note: These points may be used by the VTC in the event of loss of sensor capability. In addition to the required reports upon entry or exit of the VTS area, a VMRS User may be required to make position reports at these points. The VTS will notify all VMRS Users if these temporary reporting points are in effect.

No. Position Description

UPPER BAY

- (1) Verrazano Narrows Bridge
- (2) Liberty Island
- (3) Red Hook

KILL VAN KULL

- (4) Constable Hook
- (5) Bayonne Bridge

NEWARK BAY

- (6) Old Bay Drawbridge

LOWER BAY

- (7) Norton Point
- (8) Chapel Hill Channel LB 17
- (9) Terminal Channel LB TC

ARTHUR KILL

- (10) Grasselli High Wires
- (11) Fresh Kills
- (12) Smoking Point
- (13) Outerbridge Crossing

EAST RIVER

- (14) Manhattan Bridge
- (15) United Nations Building
- (16) Sunken Meadows
- (17) Hunts Point

VTs New York suggests the temporary reporting points listed above for the Arthur Kill and East River be considered by the Master/Pilot as permanent Reporting Points.

Appendix 3

33 CFR 161 Table 161.12(b)

**Vessel Traffic Services (VTS) Call Signs,
Designated Frequencies and Monitoring Areas**

<u>Channel</u>	<u>Area Covered</u>
11	Sailing Plan/Initial Calls Throughout VTS New York Area
12	Arthur Kill, East River, Raritan Channel west of Buoy 14 and Anchorage Administration
14	Lower Bay, Upper Bay, Kill Van Kull, Newark Bay, Sandy Hook Channel and Raritan Bay east of Buoy

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Appendix 4

**33 CFR 161 Table
161.18(a)**

**The IMO Standard
Ship Reporting System**

B	BRAVO	Dates and time of event	A 6 digit group giving day of month (first two digits) and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group
G	GOLF	Port of Departure	Name of last port of call
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D)
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B)
J	JULIET	Pilot	State whether a deep sea or local pilot is on board
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track
M	MIKE	Radio	State in full names of communications stations/frequencies guarded
N	NOVEMBER	Time of next repor	Date time group expressed as in (B)
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargos as well as hermful substances
Q	QUEBEC	Defects,damage,deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations
T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's and/or owner representative for provision of information. Details of name and particulars of ship's and/or owner representative for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic
W	WHISKEY	Total number of persons on .	State number

X	XRAY	Miscellaneous	Any other information as appropriate, [i.e. a detailed description of a planned operation, which may include: its duration, effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation; configuration, length of the tow, available horsepower, etc; for a dredge or floating plant; configuration of pipeline, mooring configuration, number of assist vessels, etc.

Appendix 5

Anchorage Administration

The Captain of the Port New York has delegated authority to the Director of Vessel Traffic Service New York to exercise the duties and responsibilities of the Captain of the Port New York pertaining to certain Federal Anchorages as outlined in 33 CFR 110.155(d)(10)-(16), (e)(1) and (1)(1)-(7). These regulations control the use of Federal Anchorages 21A, 21B, 21C, 23A, 23B, 24 and 25. Exemptions to anchorage regulations, specifically to length, draft and time restrictions, should be requested from VTSNY. The following table summarizes the regulations governing the length, draft and maximum duration for these anchorages:

<u>Anchorage</u>	<u>Length</u>	<u>Draft</u>	<u>Time</u>
21A	None	None	30 Days
21B	None	>10 FT.	30 Days
21C	None	>33 FT.	30 Days
23A	≤670 FT.	None *	48 Hours
23B	>670 FT.	None *	48 Hours
24	≥800 FT. or	≥40 FT. *	48 Hours
25 **	None	None	30 Days

* Vessels drawing 40 ft. or more may anchor if they anchor within 5 hours of the start of the ebb at the Verrazano Narrows.

** When the use of this anchorage is required by naval vessels, any commercial vessels anchored therein must move when directed by the Captain of the Port.

VTSNY carries out anchorage management responsibilities utilizing Channel 12 VHF-FM. All reports and requests for deviations may be made on this frequency. After a vessel is anchored and all required information is passed to the VTC, the vessel will be required to

maintain a live watch on Channel 16 for the entire time it is anchored.

33 CFR 110.155(d)(16) places additional requirements upon vessels utilizing these anchorages. The following requirements are taken from those regulations:

- (16) Any vessel anchored in or intending to anchor in Federal Anchorage 20-A through 20-G, 21-A through 21_C, 23-A and 23-B, 24 or 25 must comply with the following requirements:
- (i) No vessel may anchor unless it notifies the Captain of the Port when it anchors, of the vessels name, length, draft and its position in the anchorage.
 - (ii) Each vessel must notify the Captain of the Port when it weighs anchor.

Note: VMRS Users at anchor are required to make a Sailing Plan Report at least 15 minutes before getting underway in the VTS area.

- (iii) No vessel may conduct lightering operations unless it notifies the Captain of the Port before it begins lightering operations.
- (iv) Each vessel must notify the Captain of the Port at the termination of lightering.
- (v) No vessel may anchor unless it maintains a bridge watch, guards and answers Channel 16 VHF-FM, and maintains an accurate position plot.
- (vi) If any vessel is so close to another that a collision is possible, each vessel must communicate with the other vessel and the Captain of the Port on Channel 16 VHF-FM and shall act to eliminate the close proximity situation.
- (vii) No vessel may anchor unless it maintains the capability to get underway within 30 minutes except with prior approval of the Captain of the Port.
- (viii) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of the Captain of the Port.
- (ix) Each ship in a "dead ship" status must engage an adequate number of tugs alongside during tide changes. A tug alongside may assume the Channel 16 VHF-FM radio guard for the vessel after it notifies the Captain of the Port.

Note: The general rule of thumb for tugs alongside a vessel anchored or transiting in a "dead ship" status is enough tug horsepower equal to 10% of the ship's Gross Dead Weight.

- (x) No vessel may lighter in a "dead ship" status without prior approval from the Captain of the Port.

33 CFR 110.155(1) General Regulations.

- (1) No vessel in excess of 800 feet (243.84 meters) in length overall or 40 feet (12.192 meters) in draft may anchor unless it notifies the Captain of the Port at least 48 hours prior to entering Ambrose Channel.
- (2) Except in cases of great emergencies, no vessel shall be anchored in the navigable waters of the Port of New York outside of anchorage areas established in this section, nor cast anchor within a cable or pipe area shown on a Government chart, nor be moored, anchored, or tied up to any pier, wharf, or vessel in such a manner as to obstruct or endanger the passage of any vessel in transit by, or to or from, adjacent wharves, piers, or ships.
- (3) No vessel shall occupy for a longer period than 30 days, unless a permit is obtained from the Captain of the Port for that purpose, any anchorage for which the time of occupancy is not otherwise prescribed in this section. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage except in case of emergency, and then only for a period as may be permitted by the Captain of the Port.
- (4) Whenever, in the opinion of the Captain of the Port, such action should be necessary, that

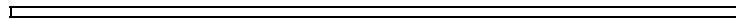
officer may require any or all vessels in a designated anchorage area to moor with two or more anchors.

(5) Every vessel whose crew may be reduced to such a number that it will not have sufficient men on board to weigh anchor at any time shall be anchored with two anchors, with mooring swivel put on before the crew shall be reduced or released, unless the Captain of the Port shall waive the requirements of a mooring swivel.

(6) Anchors of all vessels must be placed well within the anchorage areas, so that no portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area.

(7) Any vessel anchoring under the circumstances of great emergency outside of the anchorage areas must be placed near the edge of the channel and in such a position as not to interfere with the free navigation of the channel nor obstruct the approach to any pier nor impede the movement of any boat, and shall move away immediately after the emergency ceases, or upon notification by the Captain of the Port.

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